

## SEEKS TO DISARM THE LENA.

## HER CAPTAIN ASKS PERMISSION FROM HIS GOVERNMENT.

He is Told a Speedy Reply Is Desired—Fears Capture or Destruction if He Sails Without Adequate Repairs—Third Inspection, by Naval Board, Now On.

WASHINGTON, Sept. 14.—Capt. Berlinksky, commanding the Russian auxiliary transport *Lena*, which reached Pacific Coast waters last Sunday and anchored in San Francisco harbor, her presence there resulting in an international incident of gravity and importance to the United States, has asked his Government at St. Petersburg for permission to disarm and dismantle his ship and intern her at San Francisco until the close of hostilities in the Far East.

At the suggestion of President Roosevelt, Capt. Berlinksky was informed that a speedy reply was desired. It is well known in Washington from official advice received here in the last two days that the Russian commander does not wish to make temporary repairs and leave port homeward bound, with almost certain capture or destruction should he attempt to sail. He thinks the only wise course to pursue is that which includes the disarmament of the *Lena* until the end of the war.

In the event of the Russian Foreign Office acting favorably on Capt. Berlinksky's request, it is probable that the formal request that the *Lena* be permitted to remain in American waters until the close of hostilities will be made by Theodore Hansen, First Secretary of the Russian Embassy here, who is expected to arrive in Washington from Bar Harbor to-morrow morning to handle the *Lena* incident for his Government.

Official dispatches received at the Navy Department to-day from Admiral Goodrich, commanding the American squadron in San Francisco harbor, made it known that Capt. Berlinksky was in telegraphic and cable communication with St. Petersburg and also with Count Cassini, the Russian Ambassador, who is at Bar Harbor. No representations on the *Lena* incident have been made to the State Department by Count Cassini, but it is expected that Mr. Hansen will call at the Department soon after his arrival in Washington.

Kogoro Takahira, the Japanese Minister, did not call at the State Department to-day, but sent a long note to Mr. Adee on the subject of the *Lena*, the contents of which were not disclosed.

DECISION NOT YET REACHED. Officials of the State and Navy Departments were exceedingly reticent in discussing the *Lena* affair. It was announced to-night that the incident was still in the "consultative stage" and that a decision would not be reached for at least twenty-four hours. The further statement was obtained that the *Lena* affair would be finally disposed of in a manner perfectly in harmony with the neutrality of the United States and absolutely satisfactory to both the belligerent Powers.

As published this morning in Washington despatches to THE SUN, Secretary Morton, after a conference with Acting Secretary of State Adee, instructed Admiral Goodrich to make an exhaustive and final inspection of the *Lena* to determine the "exact" extent of her unseaworthiness and the precise state of her engines and boilers. The report of this final inspection, on which great weight is placed, has not yet reached Washington, although Admiral Goodrich notified Secretary Morton this afternoon that he had appointed a board composed of officers of the various vessels of his fleet, with Lieut.-Commander Herbert, the fleet engineer, as chairman, to make the examination.

Early this morning the report of Capt. Bulger, United States inspector of hulls and boilers at San Francisco, was received at the Department of Commerce and Labor and sent to the State and the Navy Departments. The text of the report was also transmitted to President Roosevelt at Oyster Bay for his information.

INSEAWORTHY, SAYS BULGER. In his report Capt. Bulger agrees with Lieut.-Commander Herbert, who made the first inspection of the vessel, that the *Lena* is in an unseaworthy condition. He says, however, that in his opinion from twenty to thirty days would be sufficient time for temporary repairs to enable the *Lena* to make eight knots an hour on the return voyage to Vladivostok.

Lieut.-Commander Herbert estimated six weeks as the minimum period in which the vessel could be rendered seaworthy. The third examination by naval experts, however, which was begun to-day, is expected to determine the condition of the vessel to a certainty, and whatever period the board fixes as the minimum time for necessary repairs will be accepted as final. If Capt. Berlinksky, on instructions from his Government, elects to repair and leave the port, the period fixed by the board of inspection will be allowed him and the *Lena* will be permitted to sail for San Francisco homeward bound for Vladivostok, or some other Russian port, on the express understanding of immunity of American shipping from attack by her.

With the *Lena* able to make only eight knots an hour this understanding will be more in the nature of a precautionary measure than a real necessity, and naval officers in Washington are practically agreed that there is little more to be feared from the *Lena* on the high seas than lying at anchor in the friendly shelter of the Golden Gate.

Each new despatch from San Francisco received in Washington to-day—and there were several from Admiral Goodrich in addition to the report of Capt. Bulger—was the occasion for a conference between the Secretary of State Adee, Solicitor General, and the Navy Department, Secretary of the Navy, and the Bureau of Navigation. The text of all despatches was forwarded as soon as received to Oyster Bay for the information of the President, who is extremely desirous of a quick termination of the affair.

PRESIDENT SUGGESTS PROMPTNESS. The President, however, is of the opinion that the course of the United States in the matter is perfectly plain and has only made one suggestion—and that with regard to a prompt decision of the Russian commander as to his capture or disarmament.

So far as the status of the *Lena* is concerned, the matter at issue is solely a question of fact. There is a very apparent desire on the part of Government officials in Washington to render an absolutely impartial decision as to what constitutes a "reasonable" time for repairs, and that is why Ad-

miral Goodrich was ordered to make a third and more exhaustive inspection of the vessel's condition.

With the exact date at hand, the request of the Russian commander that he be allowed to repair and leave the port could be met without delay by the granting of permission to remain for the period estimated by the naval board of experts from the American fleet. If, on the other hand, Capt. Berlinksky, as is most probable, requests that he be allowed to intern his vessel at San Francisco harbor during the continuance of hostilities, the question of fact as to the *Lena*'s condition becomes of secondary importance. A solution of the questions involved, through the later request, would be most welcome in Washington.

To-morrow will undoubtedly be the crucial day in the situation. With the report of Admiral Goodrich's experts before them, the officials of the Washington Government will be prepared for whatever contingency may arise.

TALK OF MORE CRUIZERS COMING. State and Navy Department officials are very much interested in the report contained in newspaper despatches that one or more Russian auxiliary cruisers will follow the example of the *Lena* and enter Pacific Coast ports for provisions and coal. There is a fervent hope in Washington that such will not be the case, although as a matter of fact a repetition of the *Lena* incident would not, by any means, cause such a stir in Washington as did the arrival of that vessel last Sunday.

The precedent having been established, there will be a better knowledge of just what course to pursue, and the machinery of official deliberation and decision will work more smoothly in consequence. If other Russian vessels are on their way to American ports, officials in Washington say that there may be a naval engagement of some consequence in the Pacific Ocean before the Russian fleet is completely destroyed. Some people here believe that Japanese warships are even now speeding across the Pacific to intercept the *Lena*, in case she should leave port, and any other Russian auxiliary cruisers that may have been sent out to harass Japanese and American ships carrying alleged contraband of war to Japan.

NEW INSPECTION UNDER WAY. SAN FRANCISCO, Sept. 14.—The conviction is growing stronger here that the Russian cruiser *Lena* will have to be dismantled. Although Admiral Goodrich will not give an opinion for publication, it is plain that he can see no way out of the dilemma but that of dismantling. He said to-day that the decision would rest on the report made by three naval experts who are now carefully examining the *Lena*'s boilers, but he added that the Russian Government could cut the Gordian knot by ordering the dismantling herself, and thus save this Government trouble and responsibility.

To-day a board composed of Lieut.-Commanders J. C. Leonard and J. K. Palmer and Lieut. William D. Leahy began the work of inspecting the cruiser's boilers to determine how extensive the repairs would be required to enable her to return to sea.

Upon this report a final decision will be made. The discrepancies between the reports of Lieut.-Commander Herbert and Capt. Bulger, United States Inspector of Hulls and Boilers, were due to different ways of regarding the work. Bulger reported that repairs could be made in thirty days, but he meant by working three shifts of eight hours each and such repairs as would only give the vessel a speed of eight or ten knots.

All experts agree that with trifling repairs the cruiser would not be seaworthy and that she might break down when only a few days from port. In the present typhoon season in the central waters, it would be courting destruction to cross the Pacific with defective machinery of any kind.

The report from St. Paul that Count Yama Otschi declares that the *Lena* was chased almost to the Oregon coast by Japanese cruisers is laughed at here. Consul Uyeno says no such Count exists and that if Japanese cruisers were in these waters he would have known it. All experts who have examined the *Lena* say that there are no traces of gunboats, torpedoes, or other armaments.

Capt. Berlinksky of the *Lena* and Russian Consul-General Korakovich visited the Mare Island Navy Yard to-day as guests of Admiral McCalla.

It is regarded as significant that the Government has selected a mooring place for the *Lena* at Mare Island in case she is dismantled.

RUSSIAN NEWSPAPER CHORTLES. ST. PETERSBURG, Sept. 14.—The *Norov* Vremya editorially expresses satisfaction that the sudden appearance of the Russian auxiliary cruiser *Lena* at San Francisco struck fear into the breasts of those engaged in the contraband trade.

It adds caustically that it was found immeasurably easier to despatch a whole squadron against the Sultan than to receive one Russian transport.

SHIP TO FOLLOW THE LENA. Another Russian Cruiser Said to Be Headed for San Francisco.

PARIS, Sept. 14.—The St. Petersburg correspondent of the *Echo de Paris* says that the officers of the General Staff express confidence that the United States will allow the transport *Lena*, now in San Francisco harbor, to obtain necessary supplies of coal to enable her to reach Vladivostok, and will also do so in the case of the *Korea*, which is expected to reach San Francisco shortly.

The Russian Government is intended to stop the shipment of contraband of war from American Pacific ports. Japan is making captures of ships under certain circumstances. Hence the situation is particularly delicate.

A despatch from Copenhagen on Aug. 31 announced that Russia had equipped two steamships, the *Korea* and the *Kital*, belonging to the Danish-Russian East Asiatic Steamship Company, as auxiliary cruisers. Copenhagen has been informed that they were to be attached ultimately to the Baltic squadron.

Japanese View of *Lena*'s Mission. Special Cable Despatch to THE SUN.

TOKIO, Sept. 14.—The *Asahi* infers that the voyage of the Russian auxiliary cruiser *Lena*, now at San Francisco, was not for the purpose of capturing vessels carrying contraband of war, but that she was sent to the American port on a special mission.

## PEARY TO SEEK POLE AGAIN.

## WILL START NEXT SUMMER IN AN UP-TO-DATE SHIP.

Plans to Force His Way to the North Shore of Grant Land and Then Go by Sledge With Esquimaux—Announcement Made When He Gets the French Medal.

Robert E. Peary made his announcement to the Geographical Congress at a banquet given in his honor last night. As was expected, it had to do with a new dash for the Pole. He is going next summer, in a vessel which will contain all the improvements suggested by his previous experiences in the Arctic; and this, he says, will be the final and supreme effort of his life.

The presentation to Peary of the Paris Geographical Society's gold medal was the occasion of the announcement. M. Cordier, president of the Paris society, made the presentation speech. In responding, the explorer said:

It is a coincidence, and to me a coincidence of deepest interest, that seven years ago, in this city, on the occasion of the presentation of the great gold medal to the Paris Geographical Society, I presented briefly my plans for the Arctic explorations which have occupied me more or less continuously since. I thought I have the pleasure of saying as you that my contract for my new ship has been signed and that her keel is being laid now.

This means that the expedition upon which I have been preparing for the past two years is lifted out of the realm of uncertainty, and that if I am alive I shall start North again next summer in another attempt upon the North Pole.

It does not mean that I have all the money necessary, but it does mean that I have from now until the first of next July in which to secure the additional funds necessary to fit out and equip the ship, and I do not believe that any country will refuse to contribute to the expedition to fail for lack of the additional necessary funds.

Though I cannot expect you to feel the same interest in the matter as myself, I cannot refrain from a word or two in regard to the ship.

She will, I believe, be the ablest ship that ever pointed her nose inside the Arctic or Antarctic circle. She will possess such shape as will enable her to rise to the top of the ice floes and escape destruction. She will possess such strength of construction as will permit her to stand this pressure without injury. She will have a powerful engine, and will enable her to smash ice in her path, and will contain such engine power as will enable her to force her way through the ice. In maximum dimensions, viz: length over all, breadth beam, and draft, this ship will be of the size of the British Arctic ship *Discovery*; in displacement she will be somewhat less; in power she will compare with our largest ocean going tugboats, capable of developing 1,000 indicated horse-power continuously, and 1,500 horse-power for limited periods.

My route north presents features very different from that of a voyage to the south. It is a voyage of a different kind, and the crux of the whole project is the successful negotiation of the comparatively short distance of ice encumbered channels extending northward from Cape Sabine to the Polar Sea.

What I require, then, is not a sailing ship with weak auxiliary engines, a ship capable of remaining out for a number of years, but a ship which can make a slow passage with moderate consumption of coal. My requirements are a powerful steamer, capable of forcing her way through this comparatively short distance, and of making a return trip to the south, carrying a large amount of coal power to enable her to creep home in case all her coal is burned—that is what I propose to build.

My plan of campaign, in a very few words, is to force this ship to the north shore of Grant Land, taking on board at Whale Sound the pick and flower of the Esquimaux tribe with whom I have worked and lived so long, to go into winter quarters on that shore, to start with the earliest returning light on the sledge journey across the central polar pack, utilizing these Esquimaux, the people whose heritage is life and work in that very region, entirely for the rank and file of my party.

Never has been in the power of a white man to command the utmost efforts and fullest resources of this little tribe of people, as I can do, and that fact will be of incalculable advantage to me.

But I will not take time with details. Next summer I shall start north again after that on a high I have set my heart.

Shall I say more? I hope and dream and pray that I may. But if I do not come one day, and have come in another feature of polar efforts.

There is no higher, purer field of rivalry than this Arctic land. Let me have one of these magnificent tokens for me, and be proud because we are of one blood—the man blood.

If I fail, you will try it until some one gets there. I shall have one sledge and one team for the man who wins, whether he bears the colors of France or England or Germany or Norway or Italy, and shall be proud of him, for we shall know he is from and came of a nation of men, and that the best man has won.

Peary's ship is being built in Maine. She has not yet been named. Mrs. Peary will not go on this expedition. One Arctic winter was enough for her. The first assistant of the congress went on all day yesterday, and they finished up the sixty or seventy papers set for the New York programme.

The presentation was introduced by the presentation of a silver medal of the Paris Geographical Society to F. W. Stokes of New York, who has been the first member of three Antarctic expeditions and has brought back a set of paintings showing the queer antics of the aurora borealis. Following the presentation, the first of a series of views flashed on a screen by magic lantern. The phenomena shown are of almost incredible brilliancy—royal grapevine figures, and up to the top of the great fairs of red and gold against a blue-black Polar sky—yet Mr. Stokes assured the audience that he had toned down rather than colored up his pictures.

Frederick A. Cook of Brooklyn, a member of the Belgium expedition to the Antarctic, presented a paper treating of the difference between the Arctic and Antarctic. The country about the South Pole, he said, is literally a desert of ice. Compared with it, the Arctic swarms with life.

It was practically decided yesterday that the next congress will be held in Geneva five years hence. By that time they hope to have reports on the geography, measurements, climate, and cosmography of the North Pole.

About 100 guests sat down at the dinner to-night, which was held in the Excelsior Hotel. It was a babel of nationalities and tongues, but in the seating arrangements the committee made only one mistake. Maybe that was a joke. Mrs. Peary, next to Mr. Hiki, the delegate from Japan. There were no open hostilities, but conversation in that corner languished.

Major Gibbon told the company what America, England, and "her ally, Japan," were doing for civilization. That moved Dr. Marcuse of Berlin to throw a few bouquets at Germany and her ally.

The medal presented to Peary by M. Cordier is a beautiful specimen of French workmanship. On the obverse is a nude female figure bearing a globe, with a suggestion of tropical scenery on one side and of Arctic landscape on the other. To-day the delegates go up the Hudson to West Point. To-morrow they pass on to Chicago by way of Niagara.

## CONSUL MWADDE REMOVED.

Was Charged With Issuing False Certificates to Chinese Emigrants at Canton.

OYSTER BAY, Sept. 14.—President Roosevelt to-day ordered the immediate dismissal from the consular service of Robert B. McWade, United States consul at Canton, China. He was charged with fraud, including the issuing of false certificates to Chinese immigrants, bound for this country, in violation of the Chinese Exclusion act.

The President's action was taken after he had received from Assistant Secretary of State Peirce a detailed report of an investigation made by him. The charges were preferred against McWade more than a year ago by persons representing large commercial interests in Canton.

Assistant Secretary Peirce went to China and while there investigated conditions in other Consulates in Chinese cities and also in some of the Consulates in Japan. He returned to this country about six weeks ago with a report unfavorable to McWade.

The vacancy will be filled temporarily by a man selected by Secretary Hay, probably the Vice-Consul at Canton. Later the President will appoint a successor to McWade. The dismissed man was appointed by Mr. Roosevelt in 1902.

WASHINGTON, Sept. 14.—Some time ago serious charges were made against Consul-General John Goodnow at Shanghai, Consul-General McWade and other officials of the service in China and elsewhere in the Far East, and by direction of the President Third Assistant Secretary of State Peirce went to the Orient to investigate.

The principal charge against Mr. McWade was that he had issued false certificates of entry to Chinese desirous of going to the Philippines. These certificates, it was alleged, described Chinese coolies and others of the lower classes as "students," "lawyers," "physicians" and the like, and it was asserted that Mr. McWade received compensation for issuing the certificates.

Mr. McWade was born in Ireland and studied for the ministry. He came to this country in 1882, and was appointed Consul at Canton, Jan. 18, 1900, and Consul-General there on Dec. 9, 1902. He is a physician, and his reports on Eastern diseases, particularly leprosy, are valuable. Up to the time the charges were made he was regarded as an excellent official.

## MAXIMILIAN'S RING GONE.

Former Army Officer Says He Was Robbed of a Famous Heirloom.

ST. LOUIS, Sept. 14.—Assistant Circuit Attorney Dalton to-day began an inquiry into the theft of a diamond ring of five and a half carats, valued at \$1,500, which was taken from Capt. R. K. Scott, a guest at the Planters' Hotel. A former army officer is suspected of knowing something of the theft.

Capt. Scott is from Napoleon, Ohio, and is here with his wife to visit the fair. The stolen ring is one of extraordinary interest and is an heirloom of the Scott family. Capt. Scott is a former army officer, but on account of illness has been retired for two years. He informed Mr. Dalton that the ring was originally the property of the Austrian royal family and was given to Maximilian, brother of Francis Joseph, present Emperor of Austria, when Maximilian was made Emperor of Mexico. The ring was taken from Maximilian when he was shot in 1866.

In 1872 a commission was sent to Mexico by the United States. R. B. Hayes, afterward President, and Capt. Scott's father, were members of the commission. Scott represented the army. The ring was presented to him and it was transmitted by him to the son.

It is supposed to have been part of the loot secured by one of Gen. Joe Shelby's Confederate legions, who crossed into Mexico after the surrender of Appomattox, and became soldiers of fortune under Maximilian. When he was shot the ring was disbanding, many making their home in Mexico, where they still reside.

It was a massive band of gold holding the diamond, and was prized more highly for its history than for its intrinsic value. Capt. Scott told Mr. Dalton that it was stolen from his room at the Planters' Hotel on last Friday. He was in bed sick and said that the man he suspects had been solicitors for his health and visited his room. The ring was taken from his trousers pocket.

## NEEDN'T PAY MSHANE'S BILL.

Part of It Was for Entertaining Toby Claude—Wife Not Responsible.

BALTIMORE, Sept. 14.—Judge Dobler in the Circuit Court to-day decided that Mrs. James McShane need not pay a bill of \$102.65 which her husband had run up at the St. James Hotel, although she had promised to pay the bill if the hotel people would not furnish any liquor to her husband. The hotel people had already secured a judgment against the husband for the bill, and the Court decided that they could not now hold the wife responsible.

McShane is a member of the wealthy McShane family. At the time Toby Claude, the actress, was suing for a divorce, it was understood generally that she would marry McShane when she got her divorce. After Mrs. Claude had secured her divorce, Mr. McShane married a young woman who was quite prominent in Baltimore society. His friends were surprised.

In the bill, as produced in court to-day, there was an item marked "Claude, \$27.30." This, it was explained, was for entertainment furnished by McShane to the diminutive vaudeville actress.

## SUBWAY EXTENSION AFIRE.

Blaze Under Broadway Where the Day Street Station Is to Be.

Smoke pouring out of the subway extension to Brooklyn at Broadway and Day street, where a station is to be, excited folks hurrying home about 6:30 o'clock last night. In a few minutes that corner of Broadway was jammed by 2,000 or 3,000 persons.

A fire alarm was sent in, and the firemen were on the spot in a few seconds. When they plunged through the smoke into the subway they found that loose timbers left by the workmen were blazing brightly. The fire was extinguished easily enough, but about \$500 damage was done. The walls were blackened and much tiling was ruined.

It is supposed that defective insulation was the cause. The fire was of the same nature as that in a Harlem station of the subway recently.

Insist upon having Burnett's Vanilla—Ade.

## PARKER HERE FOR A CONFAB.

## STARTS DOWN THE HUDSON BY YACHT, THROUGH A STORM.

To Meet Aboard and Get a Good Rest Before the Conference Set for To-day—All the Chiefs Waiting for Him Before Settling on Further Plans.

Judge Parker started for town last night from Esopus to consult with the Democratic chiefs who are managing his campaign. He comes on the steam yacht *Sapphire*, which left Esopus at 6:30 and travelled down the Hudson in the storm. His secretary, M. McCausland, and John B. McDonald, the contractor, accompany the Judge.

The *Sapphire* was to anchor off West Eighty-sixth street about midnight, but the Presidential candidate, it was announced, would not come ashore. He will land this morning after a good night's sleep. At midnight, the yacht had not yet reached her anchorage, but no one was alarmed about that. She is not a fast boat.

After breakfast to-day Judge Parker will go to the Hotel Astor, where arrangements have been engaged for him. Conferences with the leaders from Democratic national headquarters will then begin, continuing till the candidate's return to Rosemont on Friday.

The *Sapphire* got up to Esopus at 5:30 o'clock yesterday afternoon. Mr. McDonald went ashore in the launch and at his suggestion Judge Parker agreed to start at once, dining aboard the yacht. An extra passenger as far south as Poughkeepsie was Smith M. Weed, one of the Democratic leaders in Clinton county, who had gone to Rosemont yesterday afternoon to talk over the situation up State.

Yesterday was one of many conferences among the managers of the Democratic campaign. The conferences began early in the morning at the Fifth Avenue Hotel when David B. Hill called on Senator Gorman and Henry G. Davis. Later cheerful Tom Taggart, the departing chairman of the Democratic national committee, and August Belmont, saw Messrs. Gorman and Davis. Finally in the afternoon there was a meeting in Mr. Davis's room which was attended by Mr. Hill, Col. Daniel S. Lamont, August Belmont, George Foster Peabody and William F. Sheehan. This conference lasted more than two hours. Those who took part in it had nothing to say.

It was learned all the same, that the principal subjects talked over were the Governorship situation in this State and the methods to be followed in the Democratic State campaign. Few names, it was learned, were brought up in considering the gubernatorial nomination, but it was gathered after the meeting that the nomination would go to a candidate from this city, and the only names of New York city men mentioned at the conference were those of Jerome, Shepard and Grout.

"There seems to be a feeling that Jerome would make the best candidate the Democrats could bring forward." A Democrat in a position to know how matters went at the conference, said last night. "Although Jerome is not liked by some of the party leaders it was admitted that he would be of great assistance in the effort to carry the State."

"If we are to win we must attract to our ticket the Republicans who are dissatisfied with the grafting system there has been at Albany while Gov. Odell has been in office."

"If the Democrats put up a candidate who is merely an old-time politician we cannot get those independent Republicans. Now Jerome is not allied to any organization and he would command votes which would not be given to a candidate who would be the acknowledged representative of the State machine as personated by Mr. Hill."

"Mr. Shepard is a good man and so is Mr. Grout, but both these men are known to be organization men and they could bring to the national and State tickets anything like the support that Mr. Jerome would."

At yesterday's conference it was agreed that if the Democrats are to win the party must carry New York and New Jersey. For that reason a tentative decision was reached that the efforts of the national committee, especially in the direction of spending money should be primarily directed to these two States.

Chairman Taggart went to Indiana last night. He will be away until Tuesday. He said that he would have liked to stay till to-day to meet Judge Parker, but the engagements he had made rendered it imperative that he should leave for the West last night.

"My arrangements were made a week ago," said Mr. Taggart, "before it was known that Judge Parker intended to come to New York to-day. Because I was to leave, they'll say that I have gone away to avoid meeting the Judge. But the talks I have had to-day with Mr. Davis, Mr. Hill and Senator Gorman will enable them to speak for me."

Senator Victor Downing had a talk yesterday with Mr. Hill, and there is every possibility that Mr. Downing will be one of those who will confer with Judge Parker to-day.

Randolph Guggenheimer is a candidate for the office of Lieutenant-Governor. He was yesterday the host to some of the Tammany Hall, and that if the Democratic State convention chooses an up-State man to head the ticket he would like to have his name considered for the second place.

## HER BODY IN A TRUNK.

White Woman Who Married a Negro in Ohio Found Murdered.

CLEVELAND, Sept. 14.—The body of a young woman was found doubled up in a trunk on the Lake front to-day. It was later identified as that of Mrs. Inez Smith, a white woman of Cambridge, Ohio, who married Samuel Smith, a negro waiter. Mrs. Smith was seen alive on Sept. 7, but no trace was found of either her or her husband since that day.

At that time Mrs. Smith responded to a note from her husband, whom she had left, requesting her to visit him. To comply with his request she gave up her plans to go to the bedside of her dying mother. The belief is that she was smothered to death with a pillow and then packed into the trunk in which she was found.

All trace of Smith has been lost and the police have little hope of arresting him. The dead woman was refined and well educated, and her parents grieved over her marriage to a negro. After her marriage she discovered that her husband had a negro wife living and left him. He tried to persuade her to return to him, but she refused and was trying to earn a living for herself, being too proud to go to her home.

## EARTH QUAKED TWICE.

Distinct Shocks Felt Last Night in Northern New York and Canada.

OTTAWA, Ontario, Sept. 14.—There were two very perceptible earthquake shocks to-night, lasting several seconds and occasioning alarm in some quarters. Observations were made by Dr. Am. paleontologist of the Geological Survey. He gives the time of the first shock at 62 minutes and 45 seconds past 8.

It lasted fully five seconds and was followed by an intermission of about three seconds. The second shock lasted six seconds. The first was more severe.

While there was an absence of any rumbling sound, objects in houses were perceptibly moved and doors thrown open. The direction of the waves was from southwest to northeast.

MONTREAL, Sept. 14.—There was a slight shock of earthquake felt here at 8:55 this evening.

MALONE, N. Y., Sept. 14.—At 8:55 this evening, in a heavy rainstorm, Malone experienced quite a distinct earthquake shock.

## FRANK GOULD'S PURCHASE.

He Buys a Hunting Preserve of 2,000 Acres in Westchester County, Va.

RICHMOND, Va., Sept. 14.—Frank Jay Gould, who, with Mrs. Gould and a party of friends, was in the city to-day, came from a visit to a fine stretch of hunting ground on the Appomattox, in Chesterfield county, which he has purchased. A lodge is now being built there for him.

Mr. Gould will bring his friends to Virginia for sport this winter. The property is well stocked with deer and other game. More than 2,000 acres have been purchased. It is expected that the lodge will be completed in two months. The property also contains a fishing stream.

Mr. Gould conferred with his lawyers here in regard to the suit and receivership for his electric properties here, and then returned to Old Point, where his yacht awaits him. Miss Catharine Elkins, daughter of United States Senator Elkins, Stewart Denning and Jasper Bayne accompanied the Goulds.

## PHIPPS CASE CLOSED.

Details of the Settlement Agreed To and a Divorce Granted Hastily.

DENVER, Sept. 14.—Late to night the attorneys in the Phipps case gave out a complete statement of the settlement. It was that Mrs. Phipps is to have the income of \$750,000 but if she marries again she will get the income from a trust fund of \$250,000. The trust fund, in either case, is to go to the children at her death. The children will spend the holidays and birthdays alternately with the parents. Mrs. Phipps can have them entirely two months a year.

Mrs. Phipps surrenders half a million dollars worth of steel combining stocks and gives up the Denver and Pittsburgh residences now in her name.

The divorce asked by Phipps was granted to-night, the court proceedings occupying twelve and one-half minutes.

## STORER VISITS ROOSEVELT.

The Ambassador to Austria a Guest